Jim Crow Car Laws - 1928. D.C.

SENATE KILLS THEN RESTORES JIM CROW BILL

Blease Angry When Measure Is Thrown Out In His Absence

BODY PUTS IT BACK ON SENATE CALENDAR

Amendment Would Permit Whites To Ride In Colored Section

WASHINGTON, D. C. (Special)—The United States Senate killed the bill providing for the separation of races in the District street railway cars Thursday, but later restored the measure to its place on the Senate calendar.

The bill (S 781) requiring separate accommodations for white and colored passengers on street cars in the District of Columbia, was taken up by the Senate in the absence of Cole Blease (Dem., S. C.)

When Senator Blease returned, he asked what had become of his measure and was informed by the vice-president that it had been indefinitely postponed under an adverse report by the committee.

Mr Blease moved that the motion be reconsidered and the bill placed again on the calendar. This was done, whereupon Blease offered the following amendment:

Add at the end of the bill the words, "Provided, That in case where a white person desires to ride with a Negro, and the Negro does not object, that the white person, upon request, be allowed by the person in charge of the car to ride with the Negro."

Jim Crow Car Laws-1928

Florida.

Daytona Beach, Fla., News
Tuesday, April 17, 1928.

FRANCHISE FOR NEGRO BUS LINE IS WANTED HERE

City Commission Encourages Movement For Better Service

T. N. Tappy, city attorney, was last night requested by the city commission to draw up a franchise for a negro bus line here, following discussion of the project at the commission's special meeting.

David Sholtz, local attorney, in speaking before the officials declared that there is a movement on foot to organize a negro bus company here and asked the commission to give its opinion on the matter. The commissioners expressed themselves as favoring the granting of such a franchise.

It was pointed out that the present franchise held by the Daytona Beach Motor Lines, Inc., is for transportation of white passengers only and that the granting of another franchise for negro buses would not conflict with the present franchise.

The commission was reminded that negro buses are now being operated here without a franchise and that the organization of such a bus company would improve the service and establish a maximum fee that could be charged. Mr. Sholtz did not disclose the names of the persons desiring the negro bus franchise.

It was pointed out that an election would be necessary to make the granting of the franchise legal. Mr. Sholtz said that those behind the project are willing to pay the costs of such an election.

Jim Crow Car Laws 1928

THE INTER-RACIAL COMMISSION FUNCTIONS

Last week we carried the startling news that a Louisville member of the state legislature had introduced a bill which in essence aimed at jim-crowism on the street cars and busses.

Our sensational display of the matter was not so much any fear that it would pass, but was a mark of surprise, that at this late day, in these times when intelligent, patriotic men and women of both races were trying to better conditions, a single person fit to be even a state representative, should be so reactionary as to introduce such a bill.

To resist it and resent it was the duty of us all—the N. A. A. C. P., individuals and organizations—but it was peculiarly the work of the Inter-Racial Commission. Dr. James Bond, Director of that Commission, recognized that fact at once and was on the job.

He wrote to leading citizens of the state, he wrote to legislators of both political parties and he made reasonable, dignified protests against the measure. Others protested too, but protests coming from this organization should have great weight. We are sure the bill will not pass. It would serve no good purpose and would nullify everything the Inter-Racial stands for.

The author of the bill is seriously ill, we learn. We wish him well, we wish him a speedy and complete recovery—BUT WE WISH HIS BILL AN IGNOMINIOUS DEATH.

Kentuckians Work to Stop Bus Segregation

Louisville, Ky., Feb. 24.—In response to a letter of Dr. James Bond, director of the interracial commission for Kentucky, R. W. Kennan, general counsel for the Consolidated Coach Corporation of Lexington, stated: "We have had trouble in trying to find a satisfactory solution to this matter (referring to segregation and discriminatory methods used on the coaches). We have notified all of our drivers and employees that we cannot make discriminations in the handling of passengers. We shall be very glad to meet you and your committee at any time for the purpose of trying to see if some satisfactory arrangement cannot be worked out." The committee will hold a conference with the coach company this week. Mr. Bond declared that it was encouraging to note that the company admits its obligation to carry Race passengers and that they are seeking a way to avoid threatened suits from persons from many parts of the state.

2 Negroes Fight R. R. For Refusing Pullmans

LOUISVILLE, Ky., May 4.—The National Association for the Advancement of Colored People aided W. Lovett and A. P. Bentley, two Negroes, in their fight to win damages from the Illinois Central Railroad for not permitting them to occupy a Pullman sleeper while coming from Memphis to Louisville.

In addition to being driven out of the car the two Negro travellers were refused reimbursement for their Pullman tickets. The fight will be carried thru the highest courts.

Railroad Refuses Negro Banker Berth; He Sues

(By The Associated Negro Press.)

Louisville, Ky., April 23.—The Illinois Central will be made defendant in a suit to be filed this week by Wilson Lovett, president First Standard Trust & Savings Company of this city, and A. P. Bentley, vice-president of the Supreme Life Insurance Company of Columbus, Ohio. These two business leaders were the victims of gross discrimination inflicted upon them by Conductor Joseph Nelson of the Illinois Central Railroad who three weeks ago refused to permit them to occupy a Pullman from Memphis to Louisville and addressed them insultingly.

The N. A. A. C. P., recognizing the case as one of extreme importance, has joined hands with Mr. Lovett and will assist in defraying the expense of the suit in an effort to strike a blow at the Jim Crow practices of railroads in this section.

Messrs. Lovett and Bentley took a sleeper over the Illionis Central to Memphis. When they sought to return, however, having purchased their accommodations, Conductor Nelson refused to permit them to enter the Pullman after demanding to know their nationality.

E. W. Sprague, General Claim Agent for the Illinois Central at Memphis, and the superintendent at Memphis, both refused redress.

The suit will be filed by Burke and Lawton, two of the ablest lawyers in Louisville. President Lovett has announced that he is determined to fight the case to conclusion, in order to end the embarrassments which Negro Americans suffer constantly in travelling through Tennessee, Kentucky, Arkansas, and adjacent states.

KILL KY. JIM-CROW CAR

STREET CAR BILL DEFEATED

Louisville, Ky., March 15, 1928.—After a stubborn fight in the Kentucky Legislature, the Jim Crow Street Car Bill, introduced some weeks ago in the Kentucky Legislature, was defeated by both houses.

A few years ago a similar bill was introduced in the Louisville city council, but was defeated by a large vote.

Jim Crow Car Laws—1928

Louisiana.

JIM CROW BILL IS STRESSED

NEW ORLEANS, May 24.—A bill has been introduced in the state legislature now in session by Representatve W. S. Jones of Jackson parish providing for the regulation of white and Negro passengers in public buses, requiring rigid enforcement of the Jim Crow law on motor buses as well as trains.

Jim Crow Car Laws-1928.

Sues Bus Company for Segregation in Michigan

Detroit, Mich., Jan. 20.—Suit for $20,000 has been filed against the Southwestern Michigan Motor Coach company, operating busses from this city to Chicago, by Fred A. Claybourne of Chicago, through his attorney, William H. McKinney, charging that the company violated the interstate commerce laws in segregating him when he attempted to travel last August in one of its coaches from this city to Chicago.

The plaintiff stated that he boarded the coach and took a seat in the front. An employee of the company asked to see his ticket. When the ticket was presented it was snatched away and carried to the ticket office. He was presented with another one, the employee stating: "Your people must ride in the back seats of this coach." While arguing the unfairness of the seating arrangement Mr. Claybourne was ejected from the bus by a policeman on a charge of disorderly conduct. The ejected man's baggage had already been checked and the company refused to return it to him until it reached Chicago, which he [illegible] several days.

Jim Crow Car Laws - 1928

Missouri.

PULLMAN TREATMENT

A poor invalid woman, an interstate passenger from Portland, Oregon to Hot Springs, Ark., bought a pullman reservation in Kansas City Sunday, but reached her destination Monday in the day coach, because she was driven into the separate coach seats. Yet Negroes making an interstate trip, buy sleeping accommodations out of Hot Springs and they buy them all up and down the eastern part of the country. The law is plain—equal accommodations within the states which have separate cars for the two races, and no discrimination where passengers go out of the state. Missouri has no separate car law, but the Pullman office in Kansas City evades selling Negroes accommodations just the same. The case of this invalid woman can be multiplied many times each week.

The local N. A. A. C. P. can find a place of service by going into the treatment of Negro railroad passengers by the local Pullman office.

BEATEN ON BUS WITH THREATS OF LYNCHING

Trouble Starts When Colored Women Are Ordered to Rear Seat

SAINT LOUIS. — Beaten, jailed with threats of lynching, the Rev. O. C. Mayfield, 3[illegible] Lucas avenue, was brutally assaulted at Sikeston, Mo., by two bus drivers and a passenger, all three white, because Mayfield had protested against a colored woman being ordered to a rear seat.

Woman Ordered Back

"On Monday, August 6, I flagged a Gregory bus on the highway below Sikeston, Mo., and paid $3.25 for transportation into St. Louis. The bus was filled, but I found a seat in the rear. There were five colored men and two colored women among the passengers. When we reached Sikeston the bus broke down. Here the trouble started.

"We transferred to another bus. One of the colored women had taken a seat about mid-way the bus, and the other one sat opposite in the seat with a white woman. Just before we started, the bus driver poked his head in and yelled, "you niggers'll have to get back in the back."

In a few moments the bus driver, Elmer Wilkinson, with the driver of the bus that had broken down, W. H. Faulkner, and a pasenger,, H. C. Doran, came to the rear door of the bus. They cursed and threatened Mayfield, who had not moved from his seat. Then they grabbed him, one in the shirt front, one by the neck, knocking off Mayfield's hat and pulled him out. Until then Mayfield had held his seat. He struck with his pocket knife until the knife blade broke. Doran, the passenger, was cut three times. All the assaulters fell back in retreat. Doran then fainted.

The town marshal arrived and placed Mayfield under arrest. After the officer had arrested Mayfield, Faulkner struck him a tremendous blow with the crank across the small of his back. Mayfield in acute pain, protested to the officer for allowing the attack. "You are lucky they didn't kill you," was the reply.

"In Arkansas we'd lynch you," Faulkner added.

Mayfield was locked up. The next morning he was transferred to Benton, Mo., for safe keeping. There had been quite some talk of mobbing him in Sikeston.

Preliminary Trial

Mayfield was charged with assault with intent to kill. He was bound over to the circuit court for trial in October. During the preliminary trial the court room rang with "nigger this and nigger that." The two bus drivers who had attacked Mayfield were from Memphis. The passenger Doran, who was wounded, was from Dubuque, Iowa. He did not appear at the preliminary and nothing further has been heard from him. Nor of any of the Negroes who were on the bus.

St. Louis Friends Rescue Him

Someone wrote to St. Louis from Sikeston about the affair and attention was called to J. W. Vines, manager of the St. Louis branch of the Universal Life. He, with Attorney Duane Mason, who happened to be an old school mate of Mayfield's down in Texas, went to the rescue of Mayfield. At first the bond was not satisfactory to the Benton authorities and a second trip had to be made. Finally the bond of Dr. C. M. Powell, St. Louis physician was approved and Mayfield was released. Attorney Mason, with a local white lawyer of Benton represented Mayfield at the preliminary trial.

It is understood that a suit for $10,000 damages will be entered against the Gregory Interstate Bus company. It does considerable business through southeast Missouri and

POLICE PUT OFF BUS PASSENGER

ST. LOUIS, Sept 12—The third case of illegal bus jim crowing was reported here recently when Miss Credell Wilson was forced by police to leave a Kansas City to St. Louis bus on the Greyhound lines by police summoned by the driver. Suit will be brought against the bus company.

Miss Wilson as a regular passenger on the Greyhound line to Kansas City taking a seat near the rear. A short distance from a suburb near here, two white men and a woman got on. They refused to take a long but uncomfortable side seat near the rear, and one of the men demanded that Miss Wilson take it and give up her seat to the white woman. When she refused to move. they threatened to make her get back "where niggers belonged" but she held her seat.

St. Charles was reached a little after 10 o'clock. Here the bus driver demanded that Miss Wilson change her seat. Then he tried to scare her off with threats. Finally the police were summoned and three stalwarts came. They proceded to storm threats at the colored passenger and finally she got out. She was forced to telephone her friends for aid, and was brought back to St. Louis by them. She still has her bus ticket and baggage check.

Jim Crow Car Laws - 1928

New York.

WRITES OF INSULT TO TEACH WORKERS

New Haven Road Official Also Forwards Marked Magazine to Guilty Brakeman.

HE PLEADS FOR COURTESY

Says He Has Seen Many Acts of Kindness of Employes as He Emphasizes Case of Neglect.

In connection with the New Haven Railroad's campaign for courtesy and service, an official takes an unusual method to correct a worker guilty of conduct unbecoming an employe of the system. The official wrote the story of the incident, published it in "Along the Line" so that other employes might profit by it and then sent to the worker at fault a marked copy of the magazine. The story as told by the official follows:

"We travel around on the road quite a bit, and in our travels we have seen many courteous acts on the part of New Haven Railroad employes—see them so frequently, in fact, as to make us proud that we are one of the family.

"On a recent trip, however, we observed one happening which was an A-No. 1 example of how not to do it. We are glad to know that such happenings are rare on our railroad. But we should like to see them eliminated altogether.

"We know the name of the employe involved in the incident we are about to relate, and could and perhaps should have officially reported him, but we are naturally hesitant about having a black mark placed against any man's record and are using this means of calling his attention to the matter.

"The train in question was eastbound. We were at South Norwalk, bound for New Haven. It was necessary for us to take this particular train as far as Bridgeport and change there to await another train for New Haven.

'Where d'Ya Want to Go?'

"The train came in, and we waited for the passengers to alight before boarding it. After all the others had got off, one aged colored man, suitcase in hand, stood hovering at the head of the steps, apparently undecided whether to get off or not. The brakeman seemed to be quite out of patience and demanded in a none too courteous way: 'Where d'ya want to go?'

"'New Haven,' replied the passenger.

"'Change at Bridgeport!' said the brakeman.

"Still the man hesitated. Apparently he was not sure but what the train was then at Bridgeport, but finally went back in the car ahead and sat down.

"Six minutes later, when the train made its scheduled stop at Westport and Saugatuck, from a seat near the head end of the following car, we observed the man agai ngo to the head of the steps, suitcase in hand, only to go back into the car when he again discovered his mistake.

"This performance was repeated at the other station stops until the train arrived at Fairfield, the stop before Bridgeport. Here he actually descended the steps, and we heard the brakeman shout roughly, apparently in answer to some question:

"'How do we know where you want to go?' A moment later the train started and we looked in vain for the man to step back into the car. Yet it seemed unbelievable to us that the brakeman could have actually let him get off at Fairfield when he knew very well that the man should change at Bridgeport.

"When the train stopped at Bridgeport we got off to change for New Haven and watched carefully to see if the colored passenger did the same. There was no sign of him. So we turned to the brakeman and said:

"'That colored man didn't get off the train at Fairfield, did he?'

"The brakeman was a bit taken aback, it seemed, for he hesitated a moment before answering: 'Why yes, I guess he did.' And he walked away.

Easy to Set Him Right.

"Now, why in the world couldn't that brakeman have said to this worried old colored passenger: 'Just sit right down and don't worry, I'll let you know when to get off.' Couldn't he see that the man was worried and bewildered? Couldn't he see, even, that he would save himself the trouble of having to direct the poor fellow at each station stop? Couldn't he see that to let the man get out at a wrong station when he knew quite well that it was the wrong station was not only unkind and discourteous but an absolute neglect of his duty?

"What kind of an opinion can that passenger have of New Haven Railroad service? Not a very good one, we are sure.

"Perhaps the brakeman had in his mind somewhere the queer thought that it did not mater whether this particular passenger were pleased or not, inasmuch as he was an aged colored man.

"Of course any such notion is entirely mistaken. Every passenger on our lines must be considered as a guest. It matters not whether they are white, yellow, or black, old or young, men or women—all are entitled to the utmost consideration. In case of this aged colored man, who was patently a stranger on our line, making perhaps his first railroad trip, worried lest he pass his station, mayhap unable to read and so unable to recognize his station even if he saw the station sign, he was all the more deserving of every possible consideration, and we felt absolutely ashamed to think one of our men would be so unkind.

"As we said in the beginning, we know the identity of the employe in question. We have not reported him but we are, however, going to send him a marked copy of this issue under personal cover, with the hope that it may prove a lesson to him at all times to be courteous and considerate to passengers, regardless of race, creed or color."

Jim Crow Car Laws - 1928.

Barred From Buses In North Carolina

RALEIGH, N. C., Jan. 16—(FNS)—As counsel for the North Carolina State Inter-racial committee, Judge L. R. Varser of Lumberton was Wednesday authorized to take steps toward securing the right of Negroes to ride on bus lines throughout the state. The action was taken at a meeting of the committee in the Capitol at which around 75 white and Negro men and women attended. The action represented the unanimous sentiment of the committee.

Pittsburg Courier

MUST TAKE DEFINITE STAND

1/21/28

Rights of Race Citizens to Ride On Bus Lines Before Corporation Commissioners.

RALEIGH, N. C., Jan. 19. — Faced again with the problem of the right of Negro citizens to ride on busses, members and officials of the State Corporation Commission are frankly perturbed. The matter has come up before, but now that the Inter-Racial Committee has authorized its attorney, Judge L. R. Varser, of Lumberton, to press the question, the commissioners feel that they must soon take a definite position.

Courier

"I am afraid they are going to make trouble for us," was the way Judge George P. Pell, member of the commission, sized up the matter.

"It's a delicate matter," said Commissioner A. J. Maxwell.

Chairman W. T. Lee held comment until the matter has been formally presented to the commission. He said, however, that he was very interested in the committee's decision, which he first learned through the newspapers.

1-21-28

R. O. Self, chief clerk of the commission and director of bus transportation, said that the rights of Negroes to ride on busses is a matter for the courts rather than the commission, but the commissioners themselves say that if the committee follows out its plan to first ask the commission to say whether or not busses are common carriers, it will be their duty to make a ruling.

If the commission rules that busses are not common carriers, then Judge Varser will appeal to the court, according to the committee's plan, but if it rules that they are, the attorney will then demand a hearing before the commission and ask bus owners to show cause why a Negro should not be given the use of a common carrier bus just as he is a common carrier train.

The action of the Inter-racial Committee was taken at a call meeting in the State Capitol Thursday morning. Around 75 prominent white and Negro men and women attended. Judge Varser, who has worked on the bus matter for some time, read his report and recommended taking the matter to the commission. His advice was taken.

Among some of the leading personages of the State who attended the meeting were Dr. W. C. Jackson, chairman; Dr. W. L. Poteat, Mrs. W. T. Bickett, J. P. Wharton, I. H. Hughes and W. D. Alexander. Although not a member of the Interracial Committee, Bishop L. B. Cheshire also attended and lent his moral support to the action of the committee.

Observer
Lumberton, N.C.

JAN 16 1928

JUDGE VARSER TO START MOVE TO ALLOW NEGROES TO USE BUSSES IN STATE

(From News and Observer, Jan 13.)

As counsel for the North Carolina State Inter-racial committee, Judge L. R. Varser, of Lumberton, was yesterday authorized to take steps toward securing the right of Negroes to ride on bus lines. The action was taken at a meeting of the committee in the Capitol at which around 75 white and Negro men and women were present. The action represented the unanimous sentiment of the committee.

Judge Varser first made his recommendation to the committee as to the ways and means of settling the bus question. He will first ask the Corporation Commission to make a definite ruling as to whether or not busses are common carriers.

The next step will be to serve notice on bus lines in the State to show cause why negroes should not be granted the right to use busses. A hearing before the commission will follow.

The meeting yesterday was attended by Dr. W. C. Jackson, chairman; Dr. W. L. Poteat, Mrs. W. T. Bickett,. J R. Wharton, I. H. Hughes and W. W. Alexander. Though not a member, Bishop J. B. Cheshire, also attended.

TIMES
RALEIGH, N. C.

JAN 13 1928

know him.

Rights Of Negroes To Ride Busses A Matter For Courts

Right of negroes to ride on motor buses is a matter for the courts and not the Corporation Commission to decide, in the opinion of R. O. Self, director of bus transportation of the Corporation Commission.

This matter was brought to a head Thursday when members of the inter-racial committee meeting here decided to make a fight for equal rights for negroes on buses.

Mr. Self stated that he was of the opinion that the seperation law which provides that the races shall occupy different seats on street cars did not apply to buses. Whether or not the law requiring railroads to provide separate and equal accomodations could be applied to buses, Mr. Self stated was a matter for the courts.

"The Corporation Commission merely certifies buses to haul passengers,"

NEGROES SEEKING BUS LINE ACCOMMODATIONS.

Afro-American Presbyterian
Charlotte, N.C.
2-4-28.

It is not wise for those working to secure for the Negroes of this country equal rights as American citizens to attempt more things at one time than can receive the necessary thought and attention for their accomplishment. It is far better to tackle at a time only one or two things, and concentrate all efforts on these until they are carried to a finish, if possible, before undertaking others, than to undertake so many things at once that no one of them can receive the time and attention necessary for its accomplishment. In other words, concentrated efforts are necessary for effective results. Such has been the procedure of the North Carolina Interracial Commission for the past six months in dealing with efforts to secure for colored people accommodations on the established bus lines of the State. The matter, after having been tested in several ways, will now be carried to the courts. The following dispatch to The Charlotte Observer of February 7th summarizes the situation:

"Raleigh, Feb. 6.—The North Carolina Commission for Interracial Co-operation will go to the courts to determine the Negro's right to ride on the established motor bus lines, following the refusal of the State Corporation Commission to pass upon the question on the ground that it was without jurisdiction.

"L. R. Varser, of Lumberton, former justice of the Supreme Court and attorney for the Transportation Committee of the Inter-racial Commission, today wrote the Corporation Commission asking it to set forth its position in an order so that an appeal might be taken to the courts.

"The move to obtain accommodation for Negroes on the established bus lines, now catering exclusively to whites, was first made by the Inter-racial Commission when it met here a few weeks ago and directed Judge Varser to head a committee to bring the matter to the attention of the Corporation Commission, which has control of bus traffic.

"A formal complans was filed with the State body, petitoning it to declare the bus lines common carriers, a classification that would compel them to provide accommodations for Negroes.

"The Corporation Commission,

RECORD
Henderson, N.C.

JAN 27 1928

mink, skunk, and otter may be taken until February 15; while the season for rabbits, muskrats, quail, wild turkeys, grouse and pheasants extends until March 1.

Negroes Petition Rights On Busses

A question of the right of negroes to ride on busses in North Carolina was placed squarely up to the Corporation Commission yesterday in a petition filed by the transportation committee of the North Carolina Commission on Inter-racial Co-operation.

The petition, signed by the firm of Varser, Lawrence, Proctor & McIntyre, attorneys for the petitioners, asked that notice be given to the bus lines of the State and a hearing be had "and that the commission enter such rules and regulations as will insure to the negro travelling public * * * separate accommodations on said busses, as well as separate accommodations in union and individual bus passenger stations, and in such other matters as may appear reasonable and necessary to this commission."

The formal filing of the petition followed announcement at a meeting of the Inter-racial Co-operation here this month that such a move would be made.

One hundred and sixteen passenger and express bus lines were named as respondents.

Nobody is ever posted in the down-and-out club.

We all talk about the average man—but who will admit that he is one?

Pay for your lot before you ask the girl to share it.

however, took the positon that it was without jurisdiction, setting forth that common carrier designation was a legislative matter and that the legislature, in providing for the regulation of the bus lines, had not established them as such.

"Judge Varser, making a reply to that ruling today, registered disagreement and, asking for the formal order, announced that the courts would be called upon to decide.

"The courts will be primarily asked to say whether the Corporation Commission has jurisdiction, but the issues will be so framed, it was indicated, that the question of the bus lines as common carriers will also be decided.

"Eighty-one bus lines operating in the State are expected to be made defendants in the action."

Southern
Tarboro, N.C.

FEB 28 1928

BUS LINE PETITION HAS BEEN DISMISSED

Raleigh, Feb. 27 (AP)—The State Corporation Commission today dismissed the petition of the transportation committee of the North Carolina Inter-Racial committee, which had asked the commission to declare busses common carriers so that Negroes might be allowed to ride in them.

ASHEVILLE, N. C., CITIZEN

FEB 28 1928

PAVES WAY FOR MOTOR BUS CASE

To Seek Order Compelling Lines To Provide For Negroes

(By Leased Wire)

RALEIGH, N. C., Feb. 27.—The State Corporation Commission paved the way today for the North Carolina Inter-Racial Committee to appeal to the courts for an order compelling motor bus lines to provide accommodation for negroes.

At the request of Judge L. R. Varser, attorney for the Inter-Racial Committee, the Commission handed down a formal order dismissing a petition which had asked it to declare bus lines to be common carries and, as such, bound to furnish transportation for all races.

The Commission had passed up the petition without formality, and Judge Varser held an order necessary to permit him to appeal to the courts. He announced some weeks ago that the appeal would be entered as soon as the order was made.

Question the courts will be asked to decide will include the status of bus lines as common carriers and the authority of the Corporation Commission to designate them as such. The Commission has insisted that the matter of determining whether or not bus lines are common carriers is for the legislature, the Commission's duty being solely that of regulating the busses in operation.

TRIBUNE

Greensboro, N. C.

FEB 29 1928

GOING TO COURT WITH NEGROES' PETITION.

The State Corporation Commission declined to state whether or not a bus is a common carrier, so negroes of the State, through counsel, are going into the courts to get the matter threshed out.

The commission contends that it has nothing to do with the matter until the status of the bus lines is determined. It is its function, the commission argues further, to control the common carriers but it is not its proper function to determine what is and what is not a common carrier.

The question came up some months ago when negroes of the State sought permission to ride on the busses. They made the plea that since the busses carried passengers and were under the direction of the Corporation Commission they should be compelled to carry colored passengers. The bus companies refused to comply with the request and the appeal to the commission followed.

No doubt the bus companies are fighting the move primarily from a business standpoint. If they agree to carry the negroes they must provide separate waiting rooms at the bus terminals and separate compartments in the busses. This will mean additional expense and the companies are going to fight this as long as possible.

Several months ago negro bus lines were put in operation in the State but they didn't pay and for that reason were suspended. Many negroes desire to ride the busses but there are not enough of them to maintain a separate system, so they are demanding the right to ride on the busses already in operation.

We do not see how the courts can rule other than that negroes are entitled to ride on busses. The Corporation Commission was not willing to take the responsibility of designating the busses as common carriers but we do not see how they can be classified otherwise. They are performing a service similar to that performed by the railroads and certainly no one will argue that the railroads are not common carriers. The fact that the busses do not carry freight, or at least the passenger bus companies have no freight trucks, does not place them in a different classification from the railroads.

If the busses are to be allowed to compete with the railroads they should provide similar service. The negroes will be satisfied with separate waiting rooms and separate compartments on the busses, just as they are given separate quarters by the railroads, and they are entitled to bus service, no matter how much the bus companies may hate to pay out the money that will be required to provide the service.

Greensboro, N. C. News

FEB 7 1928

WOULD FORCE BUSSES TO RIDE NEGROES TOO

Former Justice Varser Is Seeking Action By Corporation Commission

STARTED IN WAKE COURT

Daily News Bureau and Telegraph Office
Elks Temple, Office No. 3, Salisbury Street

Raleigh, Feb. 6.—Former Supreme Court Justice L. R. Varser today asked the North Carolina corporation commission for some sort of an order whereby the inter-racial cmmission of which the judge is attorney may enter an appeal from a recent decision in which the state's regulating body transported the buck in a masterly way.

The commission was entertaining a request from the transportation committee of the inter-racial organization to make the bus lines common carriers and therefore liable for the carrying of negro passengers. The commission informally announced last week that the legislature has not defined bus lines as common carriers and that the petition of the commission was in an effect a request that the corporation commission legislate. As the laws of North Carolina have not fixed such a status at this the commission would not do so. The inter-racial commission asks for partitions on the regular bus lines so that negroes may be carried without discrimination against them. Failing to define bus lines as common carriers the corporation commission sent the case back. But the clients of Judge Varser wish to have something before the courts. They had started in the Wake Superior court. If the corporation commission will embody something in an order Judge Varser will carry the case down town and then back to the Supreme court if that is necessary.

Jim Crow Car Laws — 1928.

North Carolina

...g From

CHARLOTTE, N. C.

FEB 27 1928

Negro Bus Claim Blocked By Law

Raleigh, Feb. 27.—(AP)—The State Corporation Commission today held that it was without authority to interpret the State law making busses common carriers, thereby dismissing the petition of the State Commission on Interracial Co-operation.

A committee of the interracial organization, L. R. Varser, of Lumberton, counsel, petitioned the Commission to issue an order requiring busses to carry negro passengers.

Johnston Herald Selma N.C.

MAR 15 1928

Southern Offers Free Chair Cars Negro Passengers

Free chair cars for the exclusive use of negro passengers between Goldsboro and Greensboro on train No. 18, which leaves Greensboro at 7:10 a.m. and arrives at Goldsboro at 12 noon and on train No. 17, leaving Goldsboro at 1:30 p.m., and arriving at Greensboro at 6:20 p.m. were put into operation Saturday by the Southern Railway as an answer to bus competition.

The trains pass Selma at 11:20 a.m. and 2:30 p.m. respectively. The new service is the same for both white and negro passengers, with a coach of the old type inserted between the two chair cars and divided by a partition to absorb the overflow.

News Hamlet N.C.

MAR 8 1928

RAILROAD OFFERS CHAIRS IN COMPETITION TO BUS

(From The News and Observer)

What were said to be the first free chair cars ever offered for the exclusive use of negroes in the United States were Saturday put into operation by the Southern railway between Goldsboro and Greensboro on train No. 18 which leaves Greensboro at 7:10 a. m., and arrives at Goldsboro at 12 noon and on train No. 17 leaving Goldsboro at 1:30 a. m., and arriving at Greensboro at 6:20 p. m., the two trains pass Raleigh at 10:20 a. m. and 3:30 p. m., respectively.

The new service, which has been offered as a belated answer to bus competition, is identical for both races, with a coach of the old type inserted between the two chair cars and divided by a partition so as to absorb the overflow from both.

The new chair cars, carrying only 32 passengers as against more than twice that number in old double seat type are of the latest construction, the chairs being of wicker with green upholstering.

Observer Lumberton N.C.

APR 2 1928

Varser Appeals Negro Bus Case

Courts Must Decide Whether Interurban Buses Are Common Carriers.

The movement to secure for negroes the right to ride on interurban buses will go before the Superior court as a result of an appeal from the State Corporation commission's decision to take no hand in the matter, filed Friday by Judge L. R. Varser, of Lumberton, attorney for the North Carolina inter-racial committee.

The committee first started the movement after a State-wide meeting held in Raleigh last winter, states the News and Observer. Judge Varser petitioned the Corporation commission to rule whether or not interurban buses, like railroad trains, were common carriers. The commission ruled that it is its duty to supervise the activities of common carries, not to decide what is and what is not a common carrier. It is from this ruling that Judge Varser is appealing.

The Inter-racial committee has taken the position that bus lines are common carriers and that they should be required to furnish separate accommodations, both in buses and in bus stations, for negro passengers. There were, at one time, two or three negro bus lines operated in the State, but these discontinued operations on account of insufficient business.

Before the appeal can be heard in Superior court it will have to be certified by Clerk R. O. Self who was out of town when the petition came in. Mr. Self has the right to certify the case to the Superior court of any county in which one or more of the principals of the case reside or do business.

When the committee's petition was first filed with the commission, the commission took the position that the matter should be taken before the courts in a test case, leaving it to the Supreme court to finally decide whether or not a bus is a common carrier under the laws of the State.

INTERRACIAL GROUP STARTS INVESTIGATION OF BUSSES

Raleigh, N. C., July 6.—North Carolina bus operators will be called to Raleigh for a conference early this month to discuss the efforts of the North Carolina interracial committee to secure the right to ride on interurban busses, it was learned from H. H. Hern, manager of the Carolina Coach company. An appeal from the state corporation commission's ruling that its duty is to govern common carriers, not to decide what is a common carrier, is now pending before the Wake superior court and it is expected to be tried at the next civil term.

The interracial committee's first effort to have busses declared common carriers was started at a meeting here last winter. Judge L. R. Varser, attorney for the committee, asked the corporation commission to rule whether or not busses were common carriers, but this the commission declined to do, stating that this was a matter for the general assembly to decide. The attorney then appealed to the courts.

The commission and the bus operators will carry on the court fight together. "The state's been carrying on our fight itself," Mr. Hern said, "and I think it's about time we took a hand."

Jim Crow Car Laws - 1928

BRAINLESS BLACK TULSA

Tulsa has a black man who has built up a bus business that pays annually in salaries more than $48,000. This same man has invested in equipment fully $50,000. He operates at the end of his lines a big amusement park and natatorium that is the pride of the Negroes of the oil capitol.

But more than this: Simon Berry, the owner of this bus line, has been able to serve his race down in black Tulsa in a very peculiar way. HE HAS BEEN ABLE TO EMANCIPATE COLORED TULSA FROM JIM CROW BUSES, and the general rowdyism and humiliations that are attendant with white drivers, has been entirely eliminated in traveling through the colored section. Berry has made money. A capable business man, he has nursed his business and it has grown to be not alone the envy of members of his own group, but today the Tulsa Street Railway looks down with coveteous eyes upon the Berry Bus Line Corporation and threatens to swallow it up. This, of course, is not a remarkable thing. White folk have through all the years had black folk around them, shown a very definite and willing disposition to hang around in any and all places whenever there was any money in sight. In Oklahoma they have even slept with some rich Negroes.

The thing that is remarkable about the attempt of the Tulsa Street Railway to confiscate Simon Berry's business, is the general apathy among the black folk who will suffer when the change comes. In Tulsa, Negroes have a transportation line that is doing the thing that most of us preach about and get very theoretical and oratorical. Hundreds of adult Tulsans are sending their boys and girls to school daily. Many have their children in college preparing for the day when they will return home to enter into the game of life. They do not seem to realize that when the school days end, when that boy and girl comes back to Tulsa, they should have a place to go where they can legitimately and profitably expand their talent and culture.

The writer stood on the streets of Tulsa last week. We watched those fine busses of Simon Berry pass. We listened to the black folk talk. They were filled up with gush about the election in November. In fact, they talked about nothing else. No one seemed to be bothered about an election to be held on the 16th of October, an election which if the Tulsa Street Railway is successful in its objective, will take annually $50,000 worth of bread and meat out of the mouths of black Tulsa.

"Where there is no vision the people perish. My people are destroyed for the want of knowledge." Both of these two expressions would form the basis for a good sermon from the pulpits of every Tulsa church from now until the 16th of October. Negro preachers, school teachers and fraternal heads should get busy and inform the people. Every unit of black folk should be aroused. Remember, you will not be voting for Simon Berry on the 16th; you will be voting for that very vital thing that Shylock spoke of when he said:

"You take my house when you do take the prop that doth sustain my house.
You take my life when you do take the means by which I live."

Oklahoma.

TULSA STREET RAILWAY SEEKS TO SWALLOW UP NEGROES' ENTERPRISE

CONFISCATION WOULD MEAN LOSS OF $48,000 ANNUAL SALARIES PAID TO COLORED EMPLOYEES

Corporation Is Averred To Have Carried Out Contract With City Since Franchise

TULSA, Okla., Sept. 26.—(Special)—The greatest enterprise owned and operated by Negroes in the State of Oklahoma, the Berry Bus Line Corporation, is threatened with confiscation if the Tulsa street railway's petition for a special election is held valid and franchise is voted giving the rich white corporation the right to traverse the Negro sections of the city, where for years Simon Berry has operated his bus line.

Salaries aggregating $48,000 that go directly to Negro employees of the Berry Bus Line, will be torn away from the black laborers of the oil metropolis if the will of the white street railway company is carried out. In addition, instead of the privilege of handling their own affairs in peace and harmony as the Berry Bus Line has handled Negro traffic through the many years of its franchise, Jim Crow buses will immediately be established in the Negro section with the usual bully white drivers.

Berry charges that many illegal signatures are attached to the petition of the street railway, calling for a special election to be held on the 16th day of October. His attorneys aver that he has carried out his contract with the city since the franchise was granted him to handle traffic in the Negro section several years ago, and that to disturb his investment at this time, which involves thousands of dollars, would be harmful not alone to the Negro citizenry, but to the corporation of which he is president.

Negroes generally here have not been thoroughly aroused to the importance of preparing for the special election which, if it is not held up by the courts, will destroy Berry's property. A general apathy exists that must be dissipated in the next few days.

Future trouble with the street railway was not expected by the bus line following the refusal of the car company to accept transfers from the Negro company. This action of the Tulsa street railway has worked a hardship on the working class of Negroes as well as tending to make unpopular the bus company among unthinking Negroes. It is the job of the thinking, visionful leaders of the community to point out to the workers that the refusal of the street railway to enter into a transfer agreement is but a clever scheme to make Berry's bus line unpopular among his own people.

Tulsa's Negro population is perhaps more completely segregated than any group of Negroes in the United States. The Berry Bus Line traverses this section with a line of modern high class cars. All Negro employees are used and it has been for years the pride of black Tulsa. The lines all converge at an amusement park owned by Mr. Berry. Some wise acres feel that the destruction of the bus line will also operate to ultimately close the amusement center that is regarded as one of the finest owned, operated and controlled by Negroes in the United States.